THE BOMBAY COURIER

[PUBLISHE THRICE A-WEEK,—EVERY TUESDAY, THURSDAY, AND SATURDAY MORNING.—PRICE 14 RUPEES PER QUARTER.]

VOL. XLV.] THURSDAY, 5 OCTOBER, 1837. [NO. 9432.

FOR LONDON.—The well known river-built Ship *Sarah*, Captain *J. T. Whiteside*; has excellent accommodations for Passengers, carries an experienced Surgeon, and will call on the Coast if sufficient inducement offer.—For Freight or Passage, apply to, GREY AND Co.
Rampart Row, 5th October, 1837.

THE KIRKMAN FINLAY, *Captain A. Russell* will sail for China about the 12th instant.—Apply to *Messrs. Ritchie Steuart and Co.*—Bombay, 4th October 1837,

THE BOMBAY COURIER.

THE PROPRIETORS of this Journal having determined, in consequence of the alterations effected by the New Regulations for Postage which came into operation on the 1st instant, to publish their paper THREE TIMES A WEEK instead of twice as heretofore, the Public are respectfully informed that the BOMBAY COURIER will now consist of one sheet, and be published every Tuesday, Thursday and Saturday morning at the price of 14 Rupees per quarter, and be regularly forwarded by the Dawks of those days to all outstations *bearing postage*. The Subscribers to this paper will thus be supplied with Intelligence, not only at more regular intervals, but from the diminution of postage at considerably less expence than has hitherto necessarily been incurred, with the advantage of an additional publication every week.—Bombay, October, 5th 1837.

IN THE COURT FOR THE RELIEF OF INSOLVENT DEBTORS BOMBAY.

In the matter of the Petition of NOWROJEE DORABJEE, *an Insolvent.*

NOTICE is hereby given, that the above named Insolvent, hath filed a Schedule of his Estate and Effects in my Office, and that by order of the said Court bearing date the Second day of October instant, the matters of the said Insolvent's petition are to be heard on the first Monday in the month of November next, at the hour of ten o'clock in the forenoon,

Any Creditor wishing to oppose the discharge of the [illegible] notice thereof to the Chief Clerk three days before the day appointed for hearing. and also file his claim, together with and affidavit in support thereof at the office of the said Chief Clerk on paying the usual fees.

J. P. LARKINS,—*Chief Clerk.*

Chief Clerk's Office, Fort Bombay,
this 3d day of October, 1837.

STEAM COMMUNICATION WITH ENGLAND.

Evidence before Select Committee of the House of Commons.

THE COMMITTEE OF THE NEW BENGAL STEAM FUND give notice that they daily expect to receive a Copy of the above, which they will reprint immediately on its arrival, if such should appear to be the desire of the SUBSCRIBERS to the FUND or the PUBLIC in GENERAL.

If therefore they receive applications to the number of three hundred; for supply gratis to the Subscribers to the Fund—and for Rupees Six to Non-Subscribers; they will take that as a sufficient Indication of such desire and reprint accordingly.

They request intimation of the wishes of Individuals desiring Copies to be sent to the address of their Secretary as early as possible. Parties at Madras are quested to make known their wishes to Joseph Barrow, Esq., the Agent of the Committee at that place.

The Committee having no Agent at Bombay, will be obliged by Parties at that Presidency, requiring a Copy of the Reprint, either addressing the Secretary to the Committee or any established Agent at Calcutta.

By order of the Committee of the Calcutta New Bengal Steam Fund,

C. B. GREENLAW,—*Secretary.*

9th September, 1837.

N. B. Subscribers to the Fund may be supplied *gratis* with a copy of Dr. LARDNER'S letter to LORD MELBOURNE, advocating an efficient comprehensive Steam Communication between England and India, on application to the Secretary to the Committee.

Non-Subscribers will be supplied from the Baptist Mission Press. Circular Road, or by any of the Booksellers of Calcutta, on payment of Co's. Rs. 2 each Copy.

NOTICE.

STEAM COMMUNICATION.

FROM CALCUTTA, MADRAS, AND CEYLON, TO ENGLAND.

THE Committee of the New Bengal Steam Fund are desirous of ascertaining the degree of support which may eventually be obtained throughout India to a well organized, properly estimated, Plan for establishing the above communication, in the even of the result of the inquiry in progress in June last, before a select Committee of the House of Commons, not leading to the Establishment of the desired Communication direct to the three Presidencies.

It is estimated at home that a capital would be required of £3,50,000, and the present object is merely to ascertain what portion of that Capital might be calculated upon, as likely to be forthcoming from India, on such a well organized and properly estimated plan being promulgated. It is proposed that the Capital be divided into 7,000 shares of £50 or Co's. Rupees 500 each, to be payable 100 Rs. per Quarter till the whole is paid; that a Charter be obtained exempting all from liability beyond their share, and an act authorizing all who by the Indian acts are prevented from trading to become parties to this scheme.

As the immediate object is solely to ascertain the degree of support which a scheme based on sure Grounds would receive in India, it is scarcely necessary to enter into any present detail to show that such a scheme can be made to pay; especially as parties notifying their willingness to take shares will not in the most distant degre become pledged so to do, if the Scheme should be matured and promulgated; although their so doing will entitle them to priority of claim to shares if it should when promulgated become popular.

It may not however be irrelevant to state that Dr. Lardner, than whom no better authority can be given, considers that a well arranged Steam Communication between England and all the Ports of India would realize from passengers alone £196,000 per annum. However, as before said, no party will be bound by any present expressed intention of taking shares, though priority of claim will be conferred thereby; and it being of essential consequence that the Committee should be enabled as early as possible to communicate to parties at home the degree of support which such a scheme would be likely to receive in India, they will feel much oblized by intimation being made to their Secretary by Individuals quoting the number of shares they might be disposed to take.

Parties now precluded by law from trading may of course, with reference to the condition referred to in their case, in like manner communicate their conditional desire.

As the time of departure would be arranged so as to form an intermediate despatch from India between the departure of the Hon'ble Company's Steamer from Bombay, it is not unlikely that a small Steamer may be established between Bombay and Socotra; thus not only affording additional means to that presidency of passage, but completing a regular mail every fortnight between India and England. Every part of India will then be equally interested in the communication, and it may fairly claim support from all.

Parties at Madras, desirous of putting their names down conditionally as above, are requested to communicate their wishes to Joseph Barrow, Esq. the agent to the Committee.

The Committee, having no Agent at Bombay, will be obliged by communications from Parties at that Presidency being made to their Secretary, or to any House of Agency in Calcutta.

By order of the Committee of the New Bengal Steam Fund,

C. B. GREENLAW,—*Secretary.*

Town Hall, the 2nd Sept., 1837.

The following Conditional Shares have been subscribed with reference to the above notice:—

Names	*No. of shares.*	*Names.*	*No. of shares.*
Capt. R. Lloyd, I. N....	2	Turner and Co. Canton, by Boyd and Co.....	25
John Abbott,.....	5	Nathaniel Alexander,....	2
R. W. Allan.....	1	Carr, Tagore and Co....	25
T. Hyde Gardiner.....	1	Dwarkanauth Tagore,....	5
Bruce, Shand and Co. ..	30	W. Prinsep,.....	5
J and W Cragg and Co Canton.....	20	Wm. Carr,.....	5
[illegible] Lloyd.....	1	Prossonno Comar Tagore	2
Boyd and Co.....	25	Wm. Storm,.....	5
B. Harding	5	B. W. G. Frith,.....	1
James Colquhoun.....	5	Andrew Wilson,.....	1
J. Church.....	5	Bagshaw and Co.....	20
Edward Harding.....	5	Leach, Kettlewell & Co.	25
Gilmore and Co,.....	25	Thos. Leach,.....	5
S. R. Crawford.....	2	W. C. Kettlewell,.....	2
K. R. Mackenzie.....	2	Lyall, Matheson and Co.	25
W. S. Smith.....	2	C. Lyall,.....	5
[illegible] Sen.....	2	D. Lyall, per John Lyall,	2
R. C. Jenkins, Fergusson and Co.....	25	Mutty Loll Seal,.....	10
R. C. Jenkins.....	5	A. Muller,.....	2
Thos. Holroyd.....	5	Rustomjee Cowasjee,....	10
W. F. Fergusson,.....	5	G. Becher, (if Chartered)	2
Jas. Crooke.....	5	Daniel McDonald,.....	1
T. Braken.....	2	D. B. Syers,.....	5
[illegible]killop, Stewart & Co.	25	Becher, Mackintosh and Co.....	4
[illegible]tewart	5	J. Becher,.....	2
[illegible]es Cullen.....	5	E. Mackintosh,.....	2
[illegible]. Palmer.....	5	Colville, Gilmore and Co.	20
[illegible]htman and Co.....	5	A. Gilmore,.....	5
J. D. Dow.....	2	J. P. McKilligan,.....	5
E. W. Brightman.....	1	Geo. Viut,.....	5
Eglinton, McClure & Co		Henry M. Low,.....	5
Gillanders, Arbuthnot & Co.....	25	C. A. Cantor,.....	5
Adam, Scott and Co.....	5	Gisborne and Co.....	15
Colvin. Ainslie, Cowie & Co.....	25	John Dougall,.....	5
Alexander Colvin.....	5	J. Richards,.....	5
William Ainslie.....	3	G. Dougall,.....	5
Henry Cowie.....	2	Montifiore Carmichael & Co.....	20
J. Gregory.....	1	Ludk Carmichael,.....	10
Jos. Willis.....	10	Chas Morgan, by his Atty Ludk Carmichael, ...	5
Willis Earle.....	20	J. Morgan,.....	5
P. MacDonald.....	1	Macintyre and Co.....	20
R. S. Dring.....	1	A. D. Macleod,.....	5
P. J. De Vinel.....	1	C. Fagan.....	5
Cockerell and Co.....	25	Macleod, Fagan and Co.	5
R. H. Cockerell.....	5	J. W. McLeod,.....	20
W. Martin.....	3	T. B. Swinhoe,.....	10
C. E. Newcomen,.....	2	J. H Swinhoe,.....	10
A. T. De H. Larpent....	2	J. Allan,.....	10
Lindsay and Co. Canton	25	R. C. Paton,.....	5
J. A. Walker.....	1	Thos Sewell,.....	2
Gunner and Co.....	2		

Numbers 103: Shares 815

A true Copy.

CHAS. B. GREENLAW,—*Secy.* Com. N. B. S. E.

September 16, 1837

NOTICE is hereby given, that the Partnership subsisting between us, *John Bagshaw, Robert John Bagshaw, John Allan*, and *Robert Cunningham Paton*, of the Town of Calcutta, Merchants and Agents, under the firm of *Bagshaw and Company*, has this day been dissolved by mutual consent, and that the said *John Bagshaw, Robert John Bagshaw, John Allan* and *Robert Cunningham Paton* will pay and receive all debts due, and owing to and from the said Partnership in due course, at the office, of the said late firm. All letters to be addressed to *Meesrs. Bagshaw and Co. in liquidation.*

As Witness our hands
JOHN BAGSHAW, *by his Attorney Robert John Bagshaw.*
ROBERT JOHN BAGSHAW.
JOHN ALLAN,
ROBERT CUNNINGHAM PATON.

Calcutta, 15*th September* 1837.

With reference to the above notice of dissolution we have this day established ourselves, as Merchants and Agents, under the Style of *Allan, Paton and Company.*

J. ALLAN.
ROBERT C. PATON.

FOR SALE.—At the Godown of Messrs. *D. and M, Pestonjee*, a small Batch of Elliot's Pale Ale just Ex ‡ '*Walmer Castle*' from London at 40 ~~Rs~~ ‡ Hogshead Cash.—Bombay 4th October 1837.

NOTICE.

IS hereby given, that the Partnership subsisting between John Bagshaw, Robert John Bagshaw, John Allen and Robert Cunningham Paton, of the Town of Calcutta, Merchants and Agents, under the Firm of Bagshaw and Company, has this-day been dissolved by mutual consent, and that the said John Bagshaw, Robert John Bagshaw, John Allan and Robert Cunningham Paton, will pay and receive all debts, due and owing to and from the said Partnership, in due course at the Office of the said late firm. All Letters to be addressed to *Messrs. Bagshaw and Co. in liquidation.*

As Witness our hands
JOHN BAGSHAW. *by his Attorney R. J. Bagshaw.*
ROBT. JOHN BAGSHAW.
JOHN ALLAN.
ROBT. CUNNINGHAM PATON.

Calcutta, 15*th Sept.* 1837.

With reference to the foregoing Advertisement.

Notice is hereby given, that the said John Bagshaw and Robert John Bagshaw, will continue the business of Merchants and Agents from this date, under the same style or firm of Bagshaw and Company, associated with Mr. William Clode Braddon, whom they have admitted a Partner in their new Establishment.

JOHN BAGSHAW. *by his Attorney R. J. Bagshaw.*
ROBT. JOHN BAGSHAW.
WILLIAM CLODE BRADDON.

Calcutta, 15*th Sept.* 1837.

GENERAL ORDERS.

MILITARY DEPARTMENT.

Head Quarters Bombay, 25th September, 1837.
BY THE COMMANDER IN CHIEF.

1. The undermentioned officer has obtained leave of absence:—

Corps.	Rank and Name.	From what period.	To what period.	On what account.
22nd Regt. N. I.....	Ensign W. Ponsonby...	17th Septr.	31st Oct.	On medical cerificate to proceed to Bombay.

Head Quarters, Bombay, 26th September 1837.

1. Assistant Surgeon J. Dear, at present attached to the [illegible]on Artillery, will proceed to, and do duty at Khandala, until further orders.

2. Private Bhowany Sing, is transferred from the Gun Lascars, to the 8th Regiment Native Infantry.

3. A Native General Court Martial will assemble in the Mess Room of Fort George Barrack, on Thursday next the 28th instant, at 11 o'clock in the forenoon, for the trial of such Prisoners as may be brought before it.

With the sanction of the Right Hon'ble the Governor. The Garrison of Bombay will furnish fifteen Native Officers to compose the Court; also an Interpreter. The senior Native Officer to sit as President.

Major W. Ogilvie, Judge Advocate General of the Army, to conduct the Proceedings, to whom Lists of Evidences are to be sent.

All Parties to be duly warned, and they are hereby ordered to attend the Court.

The names and dates of Commissions of the Officers who may be warned for the above duty, to be reported to the Adjutant General's Office, to morrow forenoon.

Head Quarters, Bombay, 27th September, 1837

1. With reference to G. G. O. No. 429 of 1837, Lieutenant J. Brodhurst of the Invalid establishment, will join the Head Quarters of the Native Veteran Battalion at Dapoolee.

2. The undermentioned Warrant Officer has obtained leave of absence:—

Corps.	Rank and Name.	From what period.	To what period.	On what account.
Ord. Department.	Sub-Conductor P. Cowley	14th Septr.	31st Oct.	On medical certificate, to proceed to Bombay

Head Quarters, Bombay, 29th September, 1837.

1. The General officer Commanding the Southern Division of the Army, will be pleased to assemble a Native General Court Martial at Sholapore, for the trial of such Prisoners as may be brought before it, and to nominate an Officer to officiate as Judge Advocate, to whom Lists of evidences are to be sent.

All Parties to be duly warned, and they are hereby ordered to attend the Court.

2. Ensigns A. P. Hunt, and F. E. Woodhouse, are at their own request, removed from doing duty with the European Regiment, to the 16th Regiment Native Infantry, and directed to join.

3. Ensign H. Dent, is at his own request, removed from doing duty with the 4th, to the 21st Regiment Native Infantry, and has permission to remain at Ahmednuggur until its arrival at that Station.

4. An Order by Brigadier Burford, dated Baroda 9th ultimo, directing Assistant Surgeon Prichard, to receive medical charge of the detachment of Golundauze, from Assistant Surgeon Cahill of the 24th Regiment Native Infantry, is confirmed.

5. A Horse Artillery Detachment Order by Captain Leeson, dated Poona 22nd instant, directing Assistant Surgeon Watkins to receive medical charge of the 4th Troop Horse Artillery, on the departure of Assistant Surgeon Ranclaud, is confirmed.

6, The undermentioned Officer has obtained leave of absence:—

Corps.	Rank and	From what period.	To what period.	On what account.
Staff.....	Bt. Capt. R. Bourchier, Line Adjt. at Ahmedgr.	23rd Septr.	31st Octr..	On medicol certificate, to proceed to Bombay.

BY THE RIGHT HONORABLE THE GOVERNOR IN COUNCIL.

Bombay Castle, 28th September, 1837.

No. 434,—Assistant Apothecary Burns, who has been employed under the Committee for the Management of the Dispensary for the Poor, as sanctioned by General Order dated the 11th April 1836, (No. 181) is placed at the disposal of His Excellency the Commander in Chief.

Bombay Castle, 29th September, 1837.

No. 435.—By a Resolution passed in the General Department under date the 27th instant, the leave to the Neelgherry Hills on sick certificate, granted to Lieutenant J. H. G. Crawford, Assistant Superintendent of Roads, &c. is extended for a further period of six months on the same account.

By order of the Right Hon'ble the Governor in Council,
(Signed) E. M. WOOD, Lieut. Col. *Secy. to Govt.*

BY THE COMMANDER IN CHIEF.

1. The Right Hon'ble the Governor in Council has been pleased to admit Roza Maria Quinlan, Widow of the late Gunner M. Quinlan of the 1st Battalion of Artillery, on Lord Clive's Fund, on the usual allowance, from the 4t September 1837, agreeably to the Regulations.

2. The undermentioned Officer has obtained leave of absence:—

Corps.	Rank and Name.	From what period.	To what period.	On what account.
17th Regt. N. I.....	Capt. W. D. Cruickshanks...	7th August..	30th September.	In extension, to proceed to Bombay, on medical certificate.

STRATFORD POWELL, Lieut. Col. *Adjt. Genl. of the Army.*

Head Quarters, Bombay, 35th September 1837.
BY THE COMMANDER IN CHIEF.

At a Native General Court Martial re-assembled at Rajcot, on Saturday the 5th day of August 1837, and of which Subedar Poorun Sing of the 12th Regiment Native Infantry is President, Trooper Dragudgee Sing of the 1st Regiment Light Cavalry, was tried on the following charge, viz.t.

Trooper Dragudgee Sing, of the 6th or Captain Conyngham's Troop 1st Regiment Light Cavalry, confined by me upon the following charge.

For deserting from his Regiment at Rajcote, on the 9th of May 1837, and not returniug until brought back by an Escort on the 25th June 1837.

(Signed) B. SANDWITH, Major,
Rajcot, 27th June 1837 in charge 1st Regiment Light Cavalry.

Adjutant General's Office, Bombay, 15th July 1837.

By order of His Excellency the Commander in Chief.
(Signed) J. KEITH, Major,
Depy. Adjt. Genl. of the Army.

Upon which charge the Court came to the following decision:—

Finding.—The Court having maturely weighed and considered the evidence that has been adduced in support of the Prosecution, as well as that the Prisoner Dragudgee Sing, Trooper 1st Regiment Light Cavalry, has pleaded Guilty, are of opinion that he is Guilty of the crime laid to his charge.

Sentence.—The Court having found the Prisoner Dragudgee Sing. Trooper 1st Regiment Light Cavalry, Guilty, and the same being in breach of the Articles of War, do Sentence him to suffer ordinary imprisonment with hard labor, for the space of Four Months, at such time and in such place as His Excellency the Commander in Chief may direct.

(Signed) W. FOQUETT, Capt. Officiating Judge Advocate. (Signed) POORUN SING, Subedar and President.

Approved.
(Signed JOHN KEANE, Lieut. Genl. Commander in Chief.

The Court having passed the above Sentence, beg further to recommend that the Prisoner Dragudgee Sing, Trooper 1st Regiment Light Cavalry, may be discharged the Service.

(Signed) W. FOQUETT, Capt. Officiating Judge Advocate. (Signed) POORUN SING, Subedar and President

Confirmed.
(Signed) JOHN KEANE, Lieut. Genl. Commanding.

The Prisoner is to be made over to the Civil Power on the receipt of this order at Rajcote, to undergo the period of his imprisonment in the manner awarded, and from which date he is to be struck off the strength of the 1st Regiment Light Cavalry.

STRATFORD POWEEL, *Lieut. Col. Adjutant General of the Army.*

Head Quarters, Bombay, 25th September 1837
BY THE COMMANDER IN CHIEF.

At a Native General Court Martial assembled at Hursole, on Tuesday the 12th day of September 1837, and of which Subedar Major Gunga Sing of the 1st Regiment Light Cavalry is President, Private Bustee Purdasee of the Gun Lascars, was tried on the following charge, viz.t.

Private Bustee Purdasee of the 14th Company Gun Lascars, confined by my order on the morning of the 10th July 1837, for highly irregular and unsoldierlike conduct, in the following instances, viz.t.

1st. In having on the morning of the above day, used intemperate and abusive language to Private Mucka Durjee, while in the execution of his duty as Sentry of the Quarter Guard.

2nd. In having at the same time, used intemperate and abusive language to Naique Buddun Sing, while in the execution of his duty as acting Havildar of the above Guard.

3rd. In using highly disrespectful language to me, when brought to my Quarters as a defaulter, on the morning of the above day.

4th. In disobeying my orders to leave my Quarters, and to keep silence, he not going to his lines until forced by the Sentry, and continuing his disrespectful language, and otherwise behaving in an insulting manner.

(Signed) W. S. TERRY, 2nd Lieut.
In charge 6th Compy. Golundauze Battalion.

Hursole, 14th July 1837.

Adjutant General's Office, Bombay, 28th July 1837.
BY ORDER OF HIS EXCELLENCY THE COMMANDER IN CHIEF.
(Signed) J. KEITH, *Major*,
Depy. Adjt. Genl. of the Army.

Upon which charge the Court came to the following decision:—

Finding.—The Court having maturely weighed and considered all that has been adduced in support of the Prosecution, as well as what has been brought forward on the Defence, are of opinion that the Prisoner Private Bustee Purdasee of the 14th Company Gun Lascars, is

Guilty of the first Instance of the charge.
Guilty of the second Instance of the charge.
Guilty of the third Instance of the charge.
Guilty of the fourth Instance of the charge.

Sentence.—The Court having found the Prisoner Guilty as above specified, in breach of the Articles of War in such cases made and provided; do therefore adjudge him the said Private Bustee Purdasee, to suffer imprisonment with hard labor, for a period of (1) one year, in and at such place as His Excellency the Commander in Chief may be pleased to direct.

(Signed) J. POPE, Captain, Officiating Judge Advocate. (Signed) GUNGA SING, Subedar Major, and Pret.

Approved.
(Signed) JOHN KEANE, *Lieut. Genl. Commander in Chief.*

The Court having passed the above Sentence, beg to recommend that the Prisoner Private Bustee Purdasee of the 14th Company Gun Lascars, be discharged from the Service.

(Signed) J. POPE, Capt, Officiating Judge Advocate. (Signed) GUNGA SING, Subedar Maj & President.

Confirmed.
(Signed) JOHN KEAN, *Lieut. Genl. Commanding.*

The Prisoner is to be made over to the Civil Power on the receipt of this order at Hursole, to undergo the period of his imprisonment in the manner awarded, and from which date he is to be struck off the strength of the 14th Company Gun Lascars.

STRATFORD POWELL, *Lieut. Col. Adjutant General of the Army.*

Head Quarters, Bombay 30th September, 1837.
By the Commander in Chief.

The following General Order issued to Her Majesty's Troops serving under this Presidency, is published for the general information of the Army:—

Head Quarters, Bombay. 16th September 1837.

At a General Court Martial holden at Belgaum, on Tuesday the 1st day of August 1834. Private George Bird, No. 331. No. 6 or Captain Lyster's Company, 2nd or Queen's Royal Regiment of Foot, was arraigned upon the followiug charge.

CHARGE.—For conduct subversive of good order and military discipline in the following instance.

1st. In having broken out of Barracks on the Evening of the 9th June 1837, when confined to Barracks by order of the Commanding Officer.

2nd In having run away when called upon to stop on the same Evening.

Upon which charge the Court came to the follwing decision:—

Finding and Sentence.—The Court on the Evidence before it finds the prisoner Private George Bird, No. 6 or Captain

mpany, No. 331, 2nd or Queen's Royal Regi- ot, not guilty of either instance of the charge gainst him ; to which opinion the Court adhered ng been re-assembled by order of the Commander and having taken into consideration certain Remarks by His Excellency and communicated to the Court by resident in a letter from the Judge Advocate General the Army.

Disapproved.

(Signed) JOHN KEANE.—*Lieut. Genl. Commander in Chief.*

Remarks by the Commander in Chief.

This trial was granted on an apppeal under the 16th Clause of the Mutiny Act preferred after the Prisoner had undergone a Sentence of thirty days imprisonment awarded by a Regimental Court Martial : After an attentive consideration of the case as set forth on the first trial it appeared to the Commander in Chief, that the direct and positive evidence of Lance Corporal James Bradbury, who saw the Prisoner leave the Barracks, supported by the testimony of the other Witnesses on the Prosecution, and specially confirmed by an expression of the Prisoner when he appeared before the Orderly Serjeant of the Company on his return, far outweighed the evidence brought forward on the defence, for the purpose of establishing an *alibi* and that consequently the Finding of the Regimental Court was correct.

His Excellency, however, was induced to accede to the appeal made by the Prisoner, and the further investigation of the case has confirmed his original view of it ; For the principle Witness on the Prosecution is equally positive and clear in deposing to the matter for which the Prisoner was brought to trial, and is equally supported as he had previously been ; whilst the evidence of Privates Whyms, and Ledwedge now brought forward on the defence, is from the connection which these Men have with the Prisoner of a most suspicious nature. In fact with respect to the last mentioned Witness, strong presumptions must be considered to exist of his having sworn very differently on the trial of Whyms (who was brought before a Regimental Court Martial for the same offence as the present Prisoner) to what he has deposed on the present one.

The explanation attempted to be offered on this trial of the expression of the Prisoner to the Orderly Serjeant before referred to, when with a violent Oath he declared that "if he had known he was to be confined he would not have returned," is in no respect satisfactory, nor is it attempted to be supported by the slightest proof.

The whole of these circumstances were not only originally before the present Court, but they were also specially pointed out when a revision of the Finding was directed. It is therefore a matter of equal surprise and disapprobation to the Commander in Chief that the Court should have persisted in a verdict so contrary to clear and convincing evidence. His Excellency would treat with respect a perseverance even in a mistaken opinion where fair room for doubt existed, but where manifest error has been committed, whether, arising from inattention to evidence, or from a perverted view of it, and where such error is brought to the notice of the Members of a Court Martial, by proper and competent authority, a pertinacious adherence to it can be designated only as a dereliction of clear obligation, tending to the most baneful results, which it is at once the imperative duty and the lawful Office of the controlling power to counteract by the most marked and public censure.

Trusting however to the correct views and feelings in general of the Army, the Commander in Chief is persuaded that he will not in any future instance have to offer similar animadversions.

Whatever incovenience has resulted to the Prisoner from the imprisonment which he suffered under the Sentence of the Regimental Court Martial and that which he has since undergone, is solely attributable to himself.—For if he had sooner made his appeal it would have been, without loss of time, considered and disposed of, and the point might have been easily and speedly ascertained by him if he had felt concious of being innocent of the offence charged against him.

By *order of the Commander in Chief*,
(Signed) W. BARNES, *Captain*,
Major of Brigade &c. &c.

By order of His Excellency the Commander in Chief.
STRATFORD POWELL, *Lieut. Col.*
Adjutant General of the Army.

Head Quarters, Bombay, 30th Sept., 1837.

Memorandum.

The following Memorandum issued from the Office of the Agent for Clothing the Army, is circulated under the authority of His Excellency the Commander in Chief, for the general information of Officers serving under this Presidency.

Memorandum.

Army Clothing Office, Bombay, 28th September, 1837,

The undermentioned are the prices, at which the following Articles can be obtained at the Office of the Agent for Clothing the Army, on Officers Indents, from the 1st October 1837.

British Patent Cashmere.

Scarlet.....	(31 Inches Wide).....	per Yard	10	..
Blue.....	(31 Inches Wide).....	Ditto	10	8

Officers Superfine Broad Cloth.

Scarlet,.. ..	per Yard	10	..	Deep Yellow.. ..	Do.	8	8
Navy {Blue.... ..	Do.	10	12	Oxford Mixture..	Do.	..	..
Blue Grey..	Do,	6	..	White.....	Do.	..	..
Cavalry Grey....	Do.	9	10	Deep Buff.....	Do.	8	4
Sky Blue....	Do.	9	8	Light Buff.... ...	Do.	8	4
Emerald Green...	Do.	8	8	Black.....	Do.	8	8
Pale Yellow.....	Do.	8	8	Drab.....	Do.	9	10

Genoa Silk Velvet.

Blue Garter..	Do.	12	8	Black.....	Do.	10	..

Kerseymere (28 Inches Wide.)

Double milled Oxford Mixture...	Do.	4	4	Crimson Silk (Europe) Officers Sashes.....	per each	17	..
Wite.....	Do.	4	4				

Buttons, Old Regulation.

Gilt, Surtout..	per Doz.	2	..	Do. Shell..... ...	Do.	1	12
Do. Coatee... ..	Do.	1	12				

The Articles must be sent for, examined at the Office, and paid for, and cannot be received back when once taken away.

(Signed) W. HENDERSON, Major,
Agent for Clothing the Army.
By order of the His Excellency the Commander in Chief.
STRATFORD POWELL, *Lieut. Col.*
Adjutant General of the Army.

THE MAHABULESHWUR HILLS.

TO THE EDITOR OF THE BOMBAY COURIER.

SIR,—I am glad to observe that the subject of facilitating the approach to the Mahabuleshwur Hills, and particularly of rendering it more readily available to the Society of the Presidency, has engaged your attention. A small Steamer from Bombay to Nagotana, a Phaeton or other which from Nagotana to the foot of the Ghat, and a Club-house on the Hills, appear to be the three grand desiderata for accomplishing this important object. By the Steamer and the Stage-coach *all* visitors from the Presidency would benefit : while the Club-house would very materially benefit a few.

I am informed that last season 200 persons (exclusive of children) visited Mahabuleshwur, of whom 130 are calculated to have gone from the Presidency, now there can be very little doubt that this number would be considerably increased could visitors get rid of the present alternative of a Sea-trip (short though it be) by way of Bancoote, or a tedious palankeen-journey through the Concan. We are, therefore warranted in setting down 150 as the average, or rather the *minimum*, number of persons (exclusive of children) who would go the eight months intervening between the 1st of October and the 1st of June of each year.

I trust that the subject will be taken up by some of the public-spirited individuals who are in the habit of paying a periodical visit to the Hills. I am satisfied that the difficulties of the undertaking will be found to lessen, when it's details are more closely examined.

Some alteration will be required in the construction of that part of the road between Nagotana and Mhar, either by lowering it's *barrel-shaped* center or by raising it's sides, before a carriage can travel on it with safety during the night.

Y. Z.

1st October, 1837.

MILITARY ARRIVALS AND DEPARTURES.

ARRIVALS.

Capt. Farquharson, Artillery, from Deckan.
Surgeon C. Collier Medical Staff, from Poonah.
Asst. Surgeon H. Gibb, from Surat.
Lieut. Mathews, 15th Regt. N. I. from Carranjah.
Lieut. C. B. Morton 10th Regt. N. I. from England.
Lieut. Stock, 2nd Queens Royals, from Do.
Cadet. T. A. Mackenzie, Cavalry, Do.

DEPARTURES.

Lieut. Mathews, 15th Regt. N. I., to Carranjah.

DOMESTIC OCCURRENCES.

BIRTH.

At Poonah on the 1st October, the Lady of Capt. Bulkley Deputy J. A. Genl. N. D. A., of a daughter.

MARRIAGES.

At Poona, on the 2nd inst. S. L. Jameson Esq. Lieut 3rd Regiment N. I., to Jessie Sarah youngest daughter of the late Adam Rawlins Esq.

At Belgaum 28th Sept. 1837, by the Revd. M. Davies, A. B. Capt. Fawcett, As. Adj. General S. D. A., to Eliza daughter of the late D. Arnot. Esq., West Hall Bath.

SHIPPING ARRIVALS AND DEPARTURES.

ARRIVALS.

Ocrober 3rd—Ship Walmer Castle, W. Bouchier, Master from London, Portsmonth, 14 June, Madeira 3d July.

Passengers.—Mrs. Sandwith, Miss. Sandwith, Miss Campbell, Major Sandwith, Capt. Morton, Messrs. Richardson. C. S. Hadow, Mackenzie, Austen, Atkinson, Morley, Marriott, Master Sandwith, 2 European Women, 1 Portuguese.

4th Ship Good Success, W. Durant Master, from China, 20th July, Anjer 27th August.

Do. The East India Company's Cutter Margaret, F. C. Zouch, Midshipman, in charge from Vingorla, 29th September 1837.

Do. Ship Hannah, D. Mac'Gregor, Master from China, left China 23d July, touched at Batavia left 1 Sept.

Passengers.—Mr. A. Stewart.

October 4th. Ship Allerton, James Chatterton, Master from Liverpool 7th June,

DEPARTURES.—None

SHIPPING IN THE HARBOUR.

E. I. COMPANY'S VESSELS.—Brig Taptee, Cutter Nurbudda, Schooner Shannon, Surveying Brig, Palinurus, Sloop of War Elphinstone, Brig of War Euphrates, Sloop of War Amherst, and Cutter Margaret.

STEAMERS.—Hugh Lindsay, and Berenice.

FREE TRADERS.—Blake, Logan, Tory, Sarah, Mermaid, Portsea, Princess Charlottee Walmer Castle, Hannah. and Allerton.

COUNTRY VESSELS.—Tauze, Lord Castlereagh, Hamudee Kusrovie, Mahadimbu Shaw, Discovery, Futtay Salam, Eliza, Lady Grant, Susan, Hydroose, Golconda, Issavie, Regia. and Good Success.

FRENCH.—Barque Anacreon, and Aimable Victoire.

HIS HIGHNESS THE NIZAM'S,—Barque Mecca, Piedmontese.

THE COURIER.

THURSDAY, 5th OCTOBER, 1837.

The Ship *Walmer Castle* arrived yesterday having sailed from Portsmouth on the 14th of June ; the list of Passengers will be found under the usual head.

We regret to hear that His Excellency the Commander in Chief has been very seriously indisposed ; our last information however of yesterday stated that he was a little better.

The repairs of the *Hugh Lindsay* which we believe were not very considerable having been completed, she resumed the Pier in readiness for her [illegible] of this month.

It gives us much pleasure to state that our information with regard to the extent of the thefts which had taken place at Bombay was not of a very accurate character, and that, although several depredations have been committed, the number of these has not been greater than usual and indeed much less than might be expected among so dense a population. We have been favored with a statement, by a gentleman in the Police Department of the public service, which has clearly convinced us that the thefts, to which we alluded in our last paper, by no means bear the character of "midnight plunderings by gangs of thieves" and that the depredations which have occured were not of a nature calculated to awaken any serious apprehensions. In consequence of a request on the part of the gentleman we have referred to, we laid before him a list of offences which had come to our knowledge ; one of which appears of a questionable nature and most of the others seem in a great measure attributable to the negligence of the owners of the property which has been lost. It is gratifying to us to learn that, notwithstanding the heterogeneous mass of which the population of Bombay is composed, and the inefficiency of the powers of repression which are in the hands of the police authorities, the quantum of crime is still infinitely less than among the same amount of population in Europe. The Police unquestionably ought to be armed with larger powers, which seem to be absurdly curtailed for no other apparent object than to hold out an impunity to vagrants and other offenders of the like description, which certainly are a great nuisance and unfortunately very numerous at present. We have heard that a vagrant Act for putting an end to this state of things has been once or twice on the tapis, but that for certain unexplained causes it has never yet made it's public appearance at Bombay, nor travelled on it's route to Calcutta for approval at head quarters. What satisfaction, it may be asked, can be derived from witnessing the daily impostures and tricks of the motley vagrants which plant themselves, covered with rags and uncleanness, at every corner where they may hope to attract an undeserved compassion ? Again, we complained of the horrid effluvia arising from the Bommeloe and fish driers, and have heard that some old worm-eaten charter denies the possibility of amendment in this respect and that we must still gasp in these October nights without a chance of redemption. This is certainly no fault of the police, which we believe has done all in its power to abate the evil, but is a defect of Municipal regulation and which we have still hopes of seeing remedied, notwithstanding the apparent difficulties arising from the concession of injurious privileges. Are there not other Islands and spots in the harbour a little removed from us where the fishing fraternity might swallow not breathe its own congenial element and watch the process of decay without compelling us to such a nasal observance of it's orgies ?

We resume the subject of the improvements of the Roads of the presidency which a want of time prevented us from completing in our last number. During the last season, independently of the three new Ghâts which had been pierced, we find that those of Jehoor and Chandore have been repaired as well as the Thull Ghât ; and the Simner Ghât would have been in like manner amended had there not been a deficiency of tools for this purpose, which caused an unfortunate delay and a postponement of this latter work to the present season. The passage from the Island of Bombay to Salsette will shortly be rendered much more easy, the approach to the new Road at Sion across the Salt Pans having been already commenced and a large quantity of stone collected for the purpose of filling in the Cheemboor Causeway. Those who are acquainted with the inconveniences which were frequently sustained in passing from the one Island to the other, will be anxious for the completion of this undertaking. That part of the report however which we have inspected from which we have derived the most satisfaction is the *new project part*, and which really promises such advantages that we hope no delay will be permitted to retard the execution of the contemplated undertakings. A new line of road has been projected from Tannah to Ahmednuggur and Aurungabad which will shorten the distance between the two extremes by twenty miles, and another leading from the main road along the south bank of the Panwell river to a point on the coast opposite Belapoor. The latter it is hoped will obviate all the difficulties and delays to which boats are subjected on account of the tide in the River, and an hour's sail of 6 or 7 miles to Trombay put an end to the danger which at present is encountered in crossing the harbour during the monsoon Besides the works which we have enumerated it is intended to erect a new Wharf at Ghora-bunder, and Bridges over three large Rivers, the *Veera*, the *Awund* and the *Panowlee* for which the estimates have been already laid before Government and wait only it's fiat for their construction. With regard to the expences of road-making and repairing, it has been found that the cost of carrying a new road over Black soil does not exceed 500 Rupees per mile, and over Red such as in the *Concan* 400,—while the outlay for repairing will not exceed 50 Rupees per mile on an average. As the Toll and Ferry fund is now appropriated to the reparing of the roads, it is conjectured that this, judging from past experience, will be more than sufficient for such purpose and will leave a surplus applicable to the construction of Bridges and other works on the different lines. The surplus this season will cover the expences of erecting two Bridges over Nullahs where they are much required in the neighbourhood of *Chowk*. We are already therefore beginning to reap advantages from the present application of the Toll and Ferry fund, and may anticipate that considerable benefits to the country will flow from the mode in which the proceeds of it are to be henceforward directed. The increased facilities which have thus been provided for the natives in conveying their petty stocks of Merchandize have already been productive of much benefit to them, and the eagerness with which they force their way, for the purpose of reaping a few rupees profit, through the almost impracticable Ghâts, argues strongly in favor of their exertions when British skill shall have smoothed the difficulties and dangers which at present beset their paths. We may regard the interior of India as a vast country in which the inhabitants, like those of Paraguay under the tyrannic and exclusive system of Dr. Francia, are shut out in a manner from the benefits of civilization and intercourse with their fellow men. In South America this arises from the principle or no principle of the man who sways the destinies of that insulated land, in this, from the geographical features of the country, it's vast mountains and the natural obstacles opposed to it's improvement. The times are now happily changed, a different and more enlightened policy is to control the Star of the Eastern hemisphere for the future, and it is impossible to predicate to what extent the impulse she is now undergoing may propel her destiny, to what noble end her vast and almost unknown resources may be directed.

MADRAS.

MADRAS HERALD.—SEPT. 23.

In the Shipping report of the *Hurkaru* we find that the *Hope* from Sydney has brought intelligence that the ships *Mungles*, *John* and *Lady McNaughten* were expected to be taken up to convey the 4th Regiment to Madras, to leave Sydney [illegible]

CALCUTTA.

BENGAL HURKARU.—SEPT. 18.

We have perused Dr. Martin's "Notes on the Medical Topography of Calcutta," with feelings of no ordinary pleasure. The unpretending modesty of the title, and the accompanying advertisement quite disarm us of any objections we might *a priori*, have taken to the form, not to add the extravagant *price* of the volume. We have no doubt that these notes,—the dictates of a cultivated and philosophical mind, embodying the results of much reading and reflection upon the writings of other men, and exhibiting alike the mode *and* process of reasoning followed, the *ratio medendi*, as well as the results at which the author has arrived in the treatment of the prevalent forms of disease after many year's experience in a Tropical climate, —will be read and appreciated by the profession in every part of the world with profound respect and admiration.

Not alone to the profession, however, will this prove a valuable tribute. The chaste and forcible style adopted, the happy illustrations, the apt and convincing quotations from the writings of men in and out of the profession, make the volume one of general interest, and of universal utility. Its recommendations, and its reasonings, come upon the reader with the force of truth ; from beginning to end, there is not an instance of special pleading ; the subjects handled are treated, as such subjects ever ought to be, in a manly, straight-forward way without any pretention to mystery or quackery ; and albeit we have ourselves, for many a tedious year, struggled in sadness and sorrow against some of the ills to which, with others our fellow sufferers, the European flesh and heart are subject, and under which they but too often faint and fail in India, we arose from the perusal of this volume with the consoling self-satisfied conviction that though we are now little better than one of the old *Qui-hi* and have smoked our hookah duly morn and night, and our half dozen of manillahs after tiffin for the last thirty years, experiencing occasional ailments, and witnessing in very truth multitudes of younger and fresher men falling like leaves in wintry weather by our side, we ourselves are numbered among the few but happy exceptions to whom our esteemed author alludes in the following paragraph, page 171. "One is delighted, however, by occasionally meeting in general society with exceptions to this melancholy rule. You may perchance see the veteran of 40 years service, in all the mental freshness of youth, and beside him the officer of 25 years, superannuated and *feeble* in every respect. But the first is the exception ; the last must ever be the rule that governs the mass." "What," said we, complacently smoothing our bald-head, unbottoning our kummurbund, and carelessly diffusing ourselves on the zig-zag spring couch on which of an afternoon and after dinner we are won't to breathe a cloud.

> "What though the radience which was once so bright,
> Be now for ever taken from our sight;
> Though nothing can bring back the hour
> Of splendor in the grass, of glory In the flower,
>
> We will grieve not, rather find
> Strength in what remains behind ;
> In the primal sympathy
> Which having been must ever be ;
> *In the soothing thoughts that spring*
> *Out of human suffering* ;
> In the faith that looks through death
> In years that bring the philosophic mind."

In this our folio of four pages, "happy work, which not even critics criticise," it would not be easy to enter upon a severe examination of the work before us, of the notices which, with a liberal and discriminating hand, it bestows upon many other writers and writings, or of the opinions of the author himself. We may leave that to the Medical Reviewers, remarking merely for ourselves, that so far as an unprofessional judgement may go Mr. Martin's opinions and views command our most unqualified approval and concurrence, both with regard to the writings of others, their claims and pretensions to professional estimation, and the credit likely to attach to their opinions by posterity. Among other evidences of good taste as well as of sound judgment abounding in the work, we noticed with special pleasure distribute which Mr. Martin pays to the talents, the observations and the writings of the older physicians, such as James Johnson, Robert Jackson, Lind, &c., men who brought to the study of their profession, the "philosophic mind," who disregarding trival theories, and the individuality of signs, and symptoms, adopted in the treatment of disease, the comprehensive, general principle, applicable to every derangement of the living body, the "equalisation of the circulation, and of the excitability," and with this magnet in their hand explored the unseen recesses of the cavities, with the skill and the success which experience however old can only attain when the mind is free from prejudice, ungoverned by self-interest, and the judgment is unincumbered by rules and prescriptions.

Dr. Martin's recommendations for the improvement of Hospitals, appear original, and well adapted to this climate. His suggession of the Cape Nigrais as a Sanitary depôt, has the support of many medical as well as naval men, and when we consider the facility with which a steamer might transport the Invalid party to an insular climate, and the cheapness with which all requisite comforts and appliances could be thus conveyed, we marvel that the project still is entertained of searching, for what is not possible to find, among tropical hills, an equable, and dry temperature, suited to *restore* health to the European convalescent. Dr. Martin's views on this subject have our fullest concurrence. Such situations may do excellently well, to preserve health in, but not to regain it when once organically deranged. On the subjects of diet, dress, bathing, exercise, our author if not original is very impressive and indeed convincing. The whole subject of Tropical Hygeine is ably handled, and the chapter on the physical management of European children comprehends some valuable and interesting statements exhibiting the comparative mortality of European children and adults in Calcutta. We cannot help regretting that the volume contains so little of medical statistics, for the accumulation and arrangemet of which we should have thought our author possessed peculiar facilities. When the evidence collected by the present municipal-improvement-committee appears, we may hope to see this deficit supplied, and that a new edition of Dr. Martin's work may present *the public* and *the profession* at a cheap price with more elaborate and authentic details, of the institutions of Calcutta, its Hospitals, Dispensaries, Schools, Jails, Police, the longevity, the mortality, the births, the occupations of its inhabitants, the state of the poor, the prevalence of crime, and the education of the people, subjects intimately connected with the Medical Topography of a great city. We are quite aware, indeed, that a comprehensive treatise of this sort would require more than the labour and talents of one individual, and while we mention these striking defects in the *notes*, we trust our remark may not "pass current for an accusation" of their execution, and that we may yet see the matter undertaken in the above spirit by our author, than whom no one "possesses more ability." more zeal in the cause. If any thing were wanting to [illegible]ate the exertion of Medical men in the country to "go and do likewise," the perusal of this volume may furnish one powerful motive. The subject of Medical Topography has been so entirely neglected that every thing [illegible] on the subject will be new from the provincial stations [illegible] army, and the sort of information sought is [illegible] description, and so easily obtained by him [illegible] that [illegible] om the perusal of the forthcoming memoirs, [illegible]ly not fail, as we hope we do not in the pre[illegible]cknowledge our obligation to the authors.

BENGAL HURKARU.—SEPT. 20.

We omitted by accident to correct yesterday a gross and ridiculous blunder which crept into our remarks in Monday's *Hurkaru* on the subject of the voyages of the *Berenice* and *Atalanta*. Adverting to the injudicious practice of starting them in the teeth of gales of wind, we talked of their struggling on at the rate of 3 miles an hour : the worthy *diavoli* have in one of their freaks converted our 3 into an 8—eight miles an hour, a pretty good rate against a gale of wind ! We insert thus conspicuously this correction, in order to "forestal the dear *rebukes*," of our loving brethren of the Bombay press.

CALCUTTA COURIER.—SEP. 21.

We understand that it has been determined by Government that there shall be five Opium sales next year, as recommended by the Board, namely, on the 1st of January, on the 1st of February, on the 1st of April, on the 1st of May, and on the 1st of June ; but whether the distribution of the quantity (19,000 chests) will be in exact conformity with the plan given in, which appeared in our paper a fortnight ago, we cannot yet say. That plan gave 6000 chests to the first sale and 5000 to the third. If it be the desire of Government to check the Malwa shipments, and also to check the gambling disposition of persons who, having Opium of the present year still unsold upon their hands, either here or in China, might be disposed to bid up the first sale, the most effectual way to check it would be to throw a larger proportion into that sale, more especially as the principal foreign orders of the year are usually executed at the first sale and most of the Clippers are timed to be then on the spot. The January, sale of last year consisted of 7,000 chests ; why then should the January sale of 1838 comprise a less quantity, when the total quantity for sale is nearly 2,000 chests more than last year ?

BENGAL HURKARU,—SEPT. 21.

THE OPIUM REMISSIONS.—We understand that the Chamber of Commerce of Bombay have remonstrated with the Supreme Government against the partiality of the Opium bonus, and that a strong petition has been got up for the return of the pass duty.

This is what was naturally to be expected, and we cannot imagine what species of argument can be attempted against granting so reasonable and just a prayer. Our ingenious evening cotemporary will, however, we dare say, vamp up some sophistry to show an exclusive title of the Calcutta gamblers to assistance, probably the fact of the ducks not having been defaulters, or as they say *lame ducks* will be held fatal to their claim. Even the *Courier*, with all its thick and thin advocacy, will not plead that the Malwa trade is an opposition shop seeing how it pays towards the support of the revenue

NOTE.—We shall be curious to see this Bombay Petition which is to contain such unanswerable arguments. But in the mean time we will be bold enough to predict that the petitioners might have spared themselves the trouble of remonstrating. They know their position to be that of parties having adverse interests which it is their business to push, and which they do push, as far as they can, to the injury of the Opium trade and Revenue of Bengal ; and knowing this, they cannot expect to be allowed any voice in the regulation of the Opium sales on this side of India, or to be listened to in any appeal against injury done to their speculations by measures which may be considered necessary here in the administration of the Bengal monopoly. Moreover, in the present case, if the remissions have produced a fall of prices in the foreign markets, affecting the Malwa as well as the Bengal Drug (which depression must have occurred very soon to *at least* as great an extent,

Digitized with financial assistance from the Government of Maharashtra on 08 April, 2017

e lots in default been forfeited and re-sold), the Bom- de has been more than indemnified in anticipation pportunity of realising much higher prices in China ewhere than could have been expected for the bulk pments of the season, and of almost monopolising market, in consequence of the extravagance of ings at the early sales in Calcutta. The *Hurkaru's* at the close of the above paragraph cannot have nned in seriousness. The Malwa trade not an op- n shop, "seeing how it pays towards the support of evenue"! a shop paying duty at 125 Rs. per chest, not position to a shop which pays six or eight times as As well might our contemporary say that the Ca- mber imported in England is no opposition to the Timber, and the Sugars of the British Colonies no ition to the Sugars of Brazil in the British markets!— C. C.

EUROPEAN INTELLIGENCE.

SELECT COMMITTEE ON STEAM COMMUNICATION WITH INDIA—1837.

(Continued from Tuesday's Courier.)
Jovis, 22 di Junii, 1837.

LIEUT. WELLSTED, CALLED IN AND EXAMINED.

359. *Chairman.* Are you a lieutenant in the Bombay y?—I am.

360. Were you employed by the government of Bom- y to survey the Island of Socotra? I was.

361. How long were you there?—On the first occa- n two months, on the subsequent occasion six months.

362. Were you employed in conjunction with Lieute- nt Hayes of the Bombay marine?—I was.

363. In what year?—In 1834.

364. Are there any harbours or anchoring grounds in otra, where a vessel may lie in safety the two mon- ons?—There are two harbours in Socotra, one of which available in the north-east monsoon, and one of which available in the south-west monsoon, but there is no ingle harbour which is sheltered at all seasons.

365. What are they called—The two harbours are nder Delechee, which is available in the south-west nsoon, and which is on the north-eastern side of the land: and the other, Goober Gollonsier on the north- est.

366. Is there a complete shelter for steamers in those bays?—There is.

367. Is there any swell that would make it difficult to ake off coals from shore?—Not the least, it is perfectly smooth water.

368. How near could vessels lie to the shore?—In ei- ther case, about a quarter of a mile from the shore.

369. Sir *T. Troubridge.* An open roadstead, or a har- bour?—A harbour.

370. Easy of access for any sized vessel?—Yes.

371. *Chairman.* Is there any water near there?— Fresh water can be obtained from both of them within a short distance.

372. Good water?—Good water.

373. Then, as a depot for coals, these harbours are complete?—They are, with this exception, that it would be necessary to shift the hulks from the one to the other at change of season, provided hulks were used.

374. Sir *T. Troubridge.* Are there any dangers at all n the evirons of Socotra, rocks and shoals?—None.

375. *Chairman.* Were you there at the time the de- ment was there?—I was.

376. Do you know the reason why the detachmen e island?—The detachment left the island in con ce of the insalubrity of the station which they oc

Sir *J. Hobhouse.* Do you think that that ins It does not apply to the mountains, which station.

378. Sir *T. Troubridge.* But the establishment for s of these vessels must be upon the coast?—If Y e a hulks, there is no occasion for any establishme

379. If there is to be a depot there, the arrangements st be on the beach?—Yes, but the natives can always ft and unshift the coals; I do not consider that it is ssary to have the troops near the shore, the troops t be kept on the higher ground. Of the first de- ment that was sent there, nearly the whole of the opeans died; they were encamped in a plain at the e of those mountains, and there was a considerable antity of water; it was a marshy kind of ground; there s a good deal of vegetation there, and the face of it is the ame as that of Africa. When the second detachment ame to the island, the officers marched them from the sea-beach directly to the mountains, and they did not halt at the beach, and they found it as healthy as in En- land.

380. Lord *Sandon.* About what distance are the moun- tains from the beach?—About seven miles.

381. Sir *J. Hobhouse.* How long did they remain in the island?—About six months.

382. During that time they were not affected by the climate?—No.

383. Lord *Sandon.* Were they there at the same period of the year as the former detachment?—No, but it was equally unhealthy.

384. Sir *J. Hobhouse.* Did you ever make the passage from Socotra to Bombay?—I have been from Bombay to Socotra.

385. Have you been often?—Three times.

386. Did you ever go during the south west monsoon? —Yes; not landing at Socotra, but touching Socotra.

387. By steam?—No, in a sailing vessel; never in a steamer.

388. Was each of those times, or one of those times during the south-west monsoon?—One of those times, the last.

389. How long were you going?—Thirty seven days to Mocha, which is the lower part, just within the entrance of the Red Sea.

390. *Chairman.* How long were you going to the longitude of Socotra?—We pursue a very peculiar route, which can be scarcely conveyed in words. The sailing vessels never attempt to go direct across, but in place of that, they run down to the southward of the Line about nine degrees south; then we get the south-east trade, and shape our course to the westward by the Sechells, run into about the longitude of Socotra, and then go due north for Cape Guardafin.

391. Sir *T. Troubridge.* You go to the westward of the Maldives?—Yes.

392. What time does it occupy?—The average voyage would be about 50 days in a good sailing vessel.

393. To Mocha?—Yes.

394. To Cape Guardafin?—I cannot tell.

395. How long does it take from Mocha to Cape Guardafin?—About 10 days.

396. Sir *J. Hobhouse.* You never made that passage in a steamer?—No; in one of the Company's vessels of war, a 10-gun frigate.

397. Sir *T. Troubridge.* What weather did you experience?—We took in a reef leaving Bombay, but shook it out soon after.

398. On the whole, had you fine weather or bad?— That is indicative of the finest weather you can have; that sort of weather in which a boat could have made the passage.

399. Speaking generally, you had fine weather the whole of the way?—Yes.

400. *Chairman.* But in the south-west monsoon?— Yes; I will mention one fact which is the strongest that can be given, I think, in proof of what steamers might be supposed to do. If a question is put to any seaman, can a steamer proceed in that direction where a sailing vessel would require to beat to windward; they would answer, it can. Our vessels have gone across the Arabian Sea, from Bombay to Muscat, at all seasons of the year, and the average passage is 24 days.

401. Sir *J. Hobhouse.* Even during the south-west monsoon?—Yes; that is, directly against the south-west monsoon.

402. Sir *T. Troubridge.* What are the difficulties from Muscat to Socotra?—You have the same monsoon against you the whole way.

403. Have you any experience on that coast?—No; no vessel goes along that coast, it is a dead lee shore; we find the wind directly against us going from Bombay to Muscat; I adduce that to prove that there is more importance attached to the south-west monsoon than it deserves; if our sailing vessels can beat against that, what is to prevent steamers going?

404. Do you believe the south-west monsoon to be stronger in the nothern parts of the Arabian Gulf than it is in the parallel of the eight degree channel; as you approach the Line its force weakens.

405. Sir *J. Hobhouse.* Do you think that there would be any difficulty in a steamer of the size of the steamer that the East India Company have lately built, passing during the south west monsoon from Bombay to Socotra?—I conceive that there would be no difficulty.

406. Lord *Sandon.* Pursuing what course?—Quitting Bombay, I should put her upon the starboard tack, set the sails, and run down to eight or nine degrees north of the Line, where the force of the monsoon is considerably lessened; thence I would proceed direct to the westward by steam into about 52 longitude, and then shape the course for Cape Guardafin.

407. Sir *J. Hobhouse.* How long would a steamboat so going occupy?—That requires calculation, which I will go into and give in another day.

408. *Chairman.* At some period of the monsoon would it be practicable to go direct from Bombay to Socotra?—Yes, at some periods; I would not attempt it at the height of the monsoon.

409. For six weeks?—Longer, two months; but it is found in the Mediterranean that they never put their heads directly against it when they can help it; they encounter it three points from the wind, and they find they make better way by it.

410. Sir *J. Hobhouse.* Have you had much experience of steam-vessels?—Not much; I never belonged to one. I came overland from India, and in one by the Mediterranean.

411. *Chairman.* The opinion of the persons in India is very much altered as to the possibility of making this passage, is it not?—Very much, indeed.

412. Mr. *Bagshaw.* Have you had any experience in the Bay of Bengal?—Not so much as in the Red Sea.

413. Have you been up to Calcutta?—Yes.

414. A long the coast of Coromandel?—Yes.

415. Lord *Sandon.* Did you ever face the south-west Monsoon?—I once came round.

416. Sir *T. Troubridge.* Have you any experience of making the passage by the coast?—No.

417. Are you acquainted with the passage from Point de Galle to the Red Sea?—No; except being acquainted with the state of the weather off the Maldives.

Lord *Sandon.* Should you conceive that there culty in going from Point de Galle in the oon towards Socotra?—Not, if they adopt propose, to get more to the westward rth.

them through the eight degree hat would be the best.

Have you ever been through

nan. Are you acquainted with the island on the southern coast of Arabia?—It had eyed when I quitted the coast but a survey made of it; the report has not arrived.

ou know whether it is favourable as a depot t?—That I cannot answer.

3. Macullah are you acquainted with?—Very well, ed.

4. Is it fit for a depot?—In the north east monsoon the most admirable that can be selected; but in the south west it cannot be approached,

425. What is your opinion of Aden?—Aden also would answer very well for a depot in both monsoons.

426. How does it happen to serve for both monsoons? —It has two harbours.

427. Sir *T. Troubridge.* How far to the westward of Socotra does the southward monsoon extend?—As far on the Arabian coast as the port of Aden.

428. How far from the Arabian coast within the Gulf of Aden?—Nearly mid-channel; but by keeping on the African coast the monsoon is avoided, and smooth water is obtained.

429. Lord *Sandon.* Then from Cape Guardafin to the Straits of Babelmandel, you might sail in perfectly smooth water by keeping along the African shore?—Perfectly.

430. Then there would be reason for not looking to the Arabian shore at all for a depot for coals?—In the south-west monsoon you cannot look to the Arabian coast for coals.

431. *Chairman.* If you have a depot at Socotra, you will stand in need of no depot whatever on the Arabian coast outside of the Straits of Coromandel?—That is my opinion.

432. Have you any doubt of *Socotra*?—I have mentioned the doubt whether the seas were not too heavy for steamers, but that opinion gives way to the opinion of others, that the sea is not too heavy for steamers.

433. Sir *T. Troubridge.* Is it a short chopping sea?—It is a meeting of seas.

434. *Lord Sandon.* Are the principal dangers of the sea to the east and west of Socotra?—We generally pass to the northward of it, where we experience the swell.

435 *Chairman.* What are the objections to Tamarinde Bay?—In the north-east monsoon the heaviness of the swell producing a dangerous surf from the sea beach, and rendering landing at most seasons almost impracticable. In the south west monsoon it is equally bad anchorage, in consequence of the holding ground being very indifferent, and the violence of the gusts that sweep from the mountains.

436. Why is the other bay free from the same objection, both being under the lee of the island?—Bunder Delechee is sheltered from the violence of the south-westerly winds by the mountains that rise up close by the shore; calms and light breezes prevailing there when violent gusts are experienced in Tamarind Bay. Goobet Gollonsier is sheltered from the north-east monsoon and swell by the projecting point affording every necessary degree of shelter to vessels lying there at that period.

437. Were you, for any length of time, employed in the Red Sea under the orders of the Bombay Government?—I was employed for three years in the survey of the Red Sea, under the orders of the Bombay Government.

438. When was that?—In 1830, 1831 and 1832.

439. Are you acquainted with the whole of it?—I am

440. Is there any difficulty in a steamer of power like the Berenice, going through the Straits of Babelmandel?—Not the least.

441. Is there any difficulty from thence to Suez?—None.

442. At no season of the year?—No,

443. Are the winds in the Red Sea less strong than the south-west monsoon in the Arabian Sea?—About the the same strength.

444. With respect to steamers, you think that steamers in the Red Sea should be of the same power as thos without?—I do.

445. What is your opinion of Mocha as a station?—That it cannot be made available as a station, I speak most decidedly; for during nine months of the year the southerly winds blow with such violence that you can only communicate with the shore at intervals, and it is an open roadstead.

446. Which do you think the best station between Socotra and Suez?—The Island of Camaran, which is a good harbour, is partially susceptible of cultivation; has great advantage in its insular position, which should not be forgotten where you have any thing to do with the Arabs; you will find it much better to be upon an island, than to be upon the main land, and five fathoms of water between the island and the main.

447. Sir *T. Troubridge.* Is there any difficulty in the navigation into this harbour?—Not any.

448. Is there any lighthouse?—No.

449. Is it necessary to have one?—Should it be made a permanent station, it might be considered advisable to have a lighthouse.

450. Lord *Sandon,* Is the weather very hazy?—Sometimes.

451. Is the climate healthy?—I do not consider any part of the southern part of the Red Sea as healthy; people there are subject to a kind of dropsy, which affects all the extremities.

452. Sir *T. Troubridge.* Is the anchorage safe after you have got through the channel?—It is sheltered from all winds.

453. Lord *Sandon.* Is there any difficulty in approaching it in all winds?—No.

454. Sir *T. Troubridge.* What is the width of the channel?—As far as I recollect, about a mile and a half broad.

455. Lord *Sandon.* What is the formation of the island?—Like all those islands, principally limestone.

456. Is there water upon the island?—Very good water: that island has been always considered as a point of great importance; when the Portuguese first went to the Red Sea it attracted their attention, and during the time that the French were in Egypt a misson was also sent to examine it.

457. Is it peopled at sall?—It has a few inhabitants.

458. Is its soil capable of cultivaton, and of containing a large population, in case a depot were fixed?—Yes.

459. *Chairman.* Is it high ground?—No, rather flat and low.

463. Lord *Sandon*—Is it based upon coral?—Coral enters very largely into the formation or all those islands.

461. Mr. *Mullins* Is it equidistant from Suez and Socotra?—I do not know that' but I shoud imagine it is not very far from being so.

462. Sir *T. Troubridge.* You spoke of five fathoms, is it five fathoms low water?—There is very little rise and fall of the tide.

463. Lord *Sandon.* Two feet?—Rather more; the difference between high and low water is between three and four feet.

464. Sir *T. Troubridge.* What are the prevailing winds in the Red Sea?—The north-westerly winds prevail throughout the year in the northern portion; but in the months of July, August and September they are at their height, and frequently then blow the whole distance of the sea to Mocha. Southerly winds prevail in the southern portion for nine months in the year, blowing near the entrance of the Straits of Babelmandel with equal violence with the north westerly breezes in the upper portion of the sea. The space equidistant from either extremity of the sea is left subject to calms and variable winds, excepting when the southerly winds blow strongly in September, October and November, when they not unfre- quently come home to Suez

465. Are there any currents?—The currents in the Red Sea are not of sufficient importance to attract much attention as regards steam navigation.

466. The information which you have given the Committee is entirely from experience?—It is.

467. Both as to Camaran and the winds?—Yes.

468. *Chairman.* How far are the following places on the coast eligible as depots: Hodeida?—Open roadstead; very indifferent.

469. Soheia?—Objectionable, in consequence of the shallowness of the water.

470. Camfida?—Also indifferent anchorage,

471. Judda?—Judda has been hitherto used as a coal depot; and I see no other objection to it than that which occurs to any other port in the Red Sea, that it is a port fronted by almost innumerable coral rocks, so that you cannot get in at night time.

472. Yamboo?—Yamboo would make a good depot.

473, Mr. *Mullins.* Is it your opinion that Camaran is the best depot of all those that have been named in the Red Sea?—Decidedly; a glance at the chart will show that there are no reefs fronting this part of the coast, and having a depot there, we should not be subjected to any annoyances from the Arabs, which I look upon as unavoidable in every station on the shore; and also, it is a central position between Suez and Socotra.

474. *Chairman.* On the western coast on the Red Sea are there any ports?—There are several ports on the western shore, but I would avoid that shore.

475. Why?—Because the navigation is more intricate and more dangerous.

476. Lord *Sandon.* As regards the winds, are the two shores equally advantageous?—The winds blow up and down the sea, so that it makes very little difference.

477. *Chairman.* In case the plague, or war, should at any time interrupt the passage through Egypt, is there any other course by which the communication could be kept up by the Red Sea, with which you are acquainted, or about which you made enquiries?—I would beg to draw the attention of the Committee to the old and now almost forgotten route by way of the Gulf of Akkaba to Garsa; a Roman road formerly extended between those two points, and a communication by this route might be obtained when it might be found impracticable through Egypt. There is an anchorage near the northern extremity of this sea, under a small island.

478. Lord *Sandon.* Is there any difficulty in navigating that part of the Red Sea?—It cannot be navigated but by steam, that gulf.

479. What width?—Ten to 12 miles but has no good anchorage.

480. Mr, *Mullins.* Have you any knowledge as to whether there are wells across the desert from that point to the coast?—To my knowledge that route has not been traversed by any European.

481. *Chairman.* During the three years when you were in the Red Sea, was there any occasion when the plague would have interrupted the intercourse by the Red Sea!—Not once.

482. Mr. *Mullins.* From the result of your examination, which of the two points should you prefer, Suez, or Cosier, for the convenience of passengers, and also for celerity?—Suez.

483. Lord *Sandon.* You say that no interruption to the communication during those three years took place on account of the plague, was that on account of any extra cessation of the plague during those three years?—It might have been owing to that, but the caravan travels at all periods with pilgrims, whether the plague prevails in Egypt or not between Cairo and Mecca; and yet, as far as my enquiries have gone, I never could find that it had more than once visited in the Hedjehz.

484. What are the Hedjehz?—Places in which the holy cities of Mecca and Medina are situated.

485. Travellers would be exposed, however small you may estimate the risk, to the plague at certain seasons of the year, in passing from Alexandria to Suez?—Whenever it exists of course there will be a risk

486. Is there a probability that, if the current of communication through Egypt by the Red Sea were to become more frequent, the plague would be transmitted beyond its present limits?—I do not think there is; the previous question would show that it seldom leaves the immediate vicinity of Cairo and other cities in Egypt; it does not extend to the desert; it never accompanies the pilgrims; the previous question and answer will be received as a strong corroboration of this.

487. Mr. *Mullins.* Have you ever been between Suez and Cairo?—Yes, several times.

488. Is there any facilities for obtaining water?—No; there is some water about 12 miles from Suez, but very bad.

489. You do not look upon it that that would present an obstacle to the conveyanee of passengers?—Not the least.

490. *Chairman.* If the steamers were regular, and of sufficient capacity to take that cargo, do you think that there would be any freight for them to India?—It would take some time to divert it from its present channel; but eventually I have no doubt that they would receive a large amount.

491. What is its present channel?—It is in the hands of natives, who would view our interference with great jealousy.

492. You mean that there is a traffic, but that the article would still go in the native vessels, instead of in the steamer?—Exactly.

493. Lord *Sandon.* Do you suppose that the pilgrims would make use of the steamers?—The rich pilgrims would, I have no doubt, in a short time.

[Adjourned till Monday next at twelve o'clock.]

A GLANCE AT THE TURF—EPSOM SWINDLING.

Before we go directly to the main point, "Epsom swindling," a brief proemial observation or two will not be deemed out of place. If we are indebted to that besotted pedagogue, James I., for what may be called the general introduction of Arabian horses, or Eastern blood, into this country, and the legitimate establishment of races, we owe the origin of the present system of blacklegism and swindling to Tregonwell Frampton, who officiated as master of the stud to that leaden-minded fishmonger, William III., to Queen Anne, George I., and George II., and who, in 1727, breathed his last, in the 87th year of his age. Mr. Frampton instructed his groom to prevail upon the groom of Sir W. Strickland to run a private trial—a favourite dark horse belonging to Frampton, against Merlin, the property of the Baronet above-mentioned, desiring him to carry 7lb. extra unknown to Heseltine (Sir W. Strickland's trainer). Heseltine promised to consider the matter, and return an answer in a few days. He immediately acquainted his employer with the proposal which had been made to him, and Sir W. Strickland ordered him to consent, but to take care that Merlin carried 7lb. extra unknown to Frampton's groom. Thus the horses were equally weighed, and in the trial Merlin won the race by half a length. Mr. Frampton reasonably enough concluded, that if his horse could run Merlin so near with an extra 7lb. on his back, he would easily win a race against him when equally weighed. He therefore offered to run Merlin, and the offer was accepted, Sir W. Strickland supposing the thing as safe as possible, Merlin having beaten his competitor with the extra weight already mentioned. When the match had been agreed on Frampton and his *party* (for, like the Bentinck or the Litchfield party of the present day, Frampton, had his sinister adherents) busied themselves in betting, and "got on" as heavily as possible. Their opponents were actuated by a similar feeling, and the horses in consequence came to the starting-post with an enormous aggregate sum betted upon them. Merlin won the race, showing his superiority in the same manner as in the private trial, Frampton was caught in his own snare.

The Doncaster St. Leger has many times been converted into a source of trickery, fraud, and positive robbery. If we take a slight retrospective glance, the case of Bessy Bedlam (1828) immediately stares us full in the face, the roguery being so evident. She lost the race, though well known to possess speed much superior to the winner (the Colonel, if our memory be correct), whom she met again a short time afterwards, and beat with ease. Colonel King, the owner of Bessy Bedlam, was not "in it;" Marson, the trainer, was the filthy instrument by which the dirty business was accomplished; he administered the dose, and the master of Stapylton Park could perhaps give a more luminous account of the whole transaction. In 1831 the Great St. Leger was won by Chorister, in the face of Saddler, a much better horse. The business was curious, and may be classed as coming under the description of "double events." Tommy Lye was to have ridden Chorister; he had placed the Darlington colours on his back, and was about to mount, when the Duke of Cleveland received information that the jockey "stood to win" eight thousand pounds against Chorister. The Chorister party meant nothing but winning, and for that purpose had stalled off or made Saddler (the only horse dreaded) safe. Chorister of course won. Tommy Lye having got half seas over the night before, his betting-book fell from his pocket, was picked up by one of the party, and returned to him, after a sly inspection of its contents—thus his Grace of Raby Castle became aware of the contemplated trick.

Passing the Ludlow and Plenipo frauds, we will come at once to the Doncaster St. Leger of last year. Elis was brought out so often during the rainy season of 1836, and having ran several distressing races, carrying extra weight, it became doubtful whether he would go for the St. Leger. In the mean time the Scotts contrived to get the measure of all those horses likely to come out for this great stake, and the Elis party regulated their movements accordingly. Doubts were entertained of Elis's fore legs; and having, by well-concerted manœuvres, so managed the business that the starting of Elis became necessary to a certain number of betting-men, they came to the room at Tattersall's a fortnight before the race, and proposed to start Elis if 12 to 1 against him were betted to a considerable amount. No sooner was this accomplished than the odds underwent a great change, and the price of Elis rose to 6 to 1! Yet the Elis party had their doubts of Elis being able to win, from the uncertain state of his legs (already noticed); and, therefore, in order to "make all safe," they got Scroggins under their direction, it having been ascertained that, next to Elis, he was the best horse, and could win the race should the colt break down. Much betting was effected—double events were almost innumerable. The race was run, Elis first, Scroggins second. The party pocketed many—very many—thousands; the exact number or amount might be ascertained, perhaps, by application to Lord George Bentinck, Lord Lichfield, Colonel Anson, or Mr. Charles Greville. The eccentric Mr. John Bland, who for more than forty years has made a handsome living by the exercise of his wits, was a severe sufferer. Though eminently calculated for the mode of life in which he has been so long and so eminently distinguished, he was either deceived by the party, or deceived himself in this affair. He was afflicted with mental delirium so powerfully that at the moment of starting he suffered himself to be overreached by a gallant Colonel to a considerable amount. Bland mentions the circumstance with bitterness and chagrin, and has not yet recovered that amiable equanimity of temper for which, up to this time, he had been so remarkable.

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The Derby has not given rise to nearly so much fraudful dealing as the Great St. Leger; but those who have for the last twelve or fourteen years assumed the management of the money affairs of Epsom races have never failed to evince an insatiable rapacity for plunder and mal-appropriation whenever an opportunity came within their reach.

All those persons who have witnessed Epsom races, and noticed the immense concourse of people assembled, particularly on the Derby day, the consequent number of booths, of marquees, the crowded state of the stands, the countless carriages, &c., and the inordinate prices charged for the requisite accommodations, will easily believe that the aggregate sum rapaciously collected annually from these sources of easily-accessible pecuniary supply could not be less than one thousand pounds, scarcely ten shillings of which found its way into the proper channel, or was applied to the intended purpose. The Earl of Derby and Mr. Maberly, who were the stewards, paid no attention to the detail of money collecting, and therefore some half dozen disciples of Plutus (inhabitants of the town of Epsom) converted Epsom Downs into a mine of the precious metals. Perhaps Messrs. Barnard, Roberts, Chandler, Steer, &c., or Messrs. Langlands, Garden, Butcher and Co. will furnish us with the requisite ramified illustrations. However, to speak aggregately, one thousand pounds collected annually, amounts, in twelve years to twelve thousand pound—a tolerably handsome sum, which ought to have been applied in improving the course, enriching the stakes, &c. but which found its way into the pockets of those who had assumed the office of supervisors of the racing revenue.

Mr. Maberly retired from the stewardship, and death snatched the venerable Earl of Derby, when things assumed an aspect somewhat different. The Marquis of Conyngham became an honorary or sleeping steward, while the functions of the office devolved upon that more active officer, that vigilant pecuniary calculator, the Baron de Tessier. This gentleman insisted on certain moneys being deposited in his hands, instead of committing them to the care of Farrall, the clerk, who is a very well meaning man, and if some little matters have been laid to his charge, the circumstance is calculated rather to excite commiseration than arouse vindictive feeling. The Baron was very alert. and uniformly evinced the greatest, the most inextinguishable anxiety to become what may be properly designated the general and sole depository of pecuniary accumulation.

However, before we proceed further in tracing the operations of the jealous solicitude of the amiable and worthy Baron, we must glance at the mental manifestations of the wriggling and silvery sighted Mr. Briscoe. This gentleman, when member of Parliament, was applied to for his subscription to the races, when he remarked that racing was pregnant with evil, was contrary to his views of religion, and he therefore declined the compliment. But he did not hesitate to institute legal proceedings for the purpose of enforcing his manorial authority, and no sooner had he established, his claim than his religious compunction subsided, and he demanded one hundred and fifty pounds per annum from the collection, thirty from the proprietors of the grand stand, thirty from the owners of the rubbing, house &c. ; so that from the very source which he affected (to save his purse) to consider as so religiously impure, so hellish, he does not hesitate to pocket a very neat, snug, pretty annuity. Yet let him not be weak or silly enough to suppose that an exposition as clear and as glaring as the noon-day sun, will be prevented by such sinister, low-minded, paid-puffs as the following :—

"Epsom Races.—We understand Mr. Briscoe, the lord of the manor of Epsom, has let the collection on the Downs at the ensuing races, and that 450*l.* the bulk of the profits arising from it, has been handed over to Baron de Teissier, of Woodcote-park, the resident steward, to be run for at the next spring meeting! much additional sport is therefore anticipated. We hear, also, that the stewards have considerably improved the race-course, and that the contractor for the booth rents (Mr. Barnard, of Epsom) had made the convenient improvement on the lower side of the course near the wiming-post, by raising the ground sufficiently for three rows of carriages to stand within the rails, those in the rear being placed the highest, whereby an excellent view of the races will be given to the spectators in every carriage."

It won't do, Mr, Briscoe; you have made yourself a public man: your legal antics, your pecuniary capers respecting Epsom races, constitute you or at least your conduct, a legitimate subject of disquisition through the medium of the press; a process, be it recollected, from which an honest man has nothing to dread, but from which the base-minded knave or the canting hypocrite has much to fear; the character of the former the furnace; that of the latter, like a butterfly's wing, will not brighten by rubbing.—*Satirist.*

EXTRAORDINARY MATCH AGAINST TIME.

On the 22d of March last a bet of £100 was made at one of the principal Club-houses at the West End, that a noble Marquis, well-known in the sporting circles, did not, within six weeks, produce a man who could run four miles in twenty one minutes and a half, without interruption. As the Marquis did not himself know of such a man, Frank Redmond, and others, were employed to seek the phenomenon required. Frank, knowing that Drinkwater, who is well-known at Manchester by the cognomen of "Dicky Misfortune," was "an out-and-outer," sought him, and finding that he was confident of his powers, chose him for the task, and on Monday last the event came off a little beyond Barnet, in the presence of a select few of the parties interested in the match, to whom the knowledge of the effort was confined. One o'clock was the hour appointed for the rendezvous, at the Duke of York, Galley Corner, on the high York road, and within a short distance of Hadley high stone. Drinkwater, who had not yet been seen by his backer, was ready for the start at the time appointed; but much to his disadvantage, the parties did not arrive till half-past two, when a splendid cavalcade of post carriages and fours-in-hand reached the spot, their progress having been delayed by an accident, which threatened serious consequences. A gentleman, one of the outside passengers on the leading four in-hand drag, being alarmed at "the pace," jumped off at Finchley, when, unfortunately, as he lay on the ground, the wheels of an omnibus passed over his thighs. Great alarm was felt till he was seen to jump up almost scathless, having only received some severe bruises, the omnibus very fortunately being light loaded, and quick in its progress. The unfortunate victim of his own temerity was game enough to wish to proceed; but by the advice of his friends, he was persuaded to return to town. On reaching the appointed spot, a chain was produced, and a clear mile mathematically measured backwards and forwards, so as to secure the given distance to an inch, and it was agreed that the man should run over this ground out and in, to touch a gentleman placed at each end. Umpires and a time-keeper (a noble Lord) having been appointed, and all in readiness for the start, Redmond brought his man to the ground, and for the first time exhibited him to the parties interested. He is about five feet four inches in height, and very muscular, but does not shew much breeding, nor can he boast of the beauty of an Adonis. He had complained of being kept so long without food; but he exhibited great confidence. He was naked with the exception of drawers and slippers. Precisely at eighteen minutes after three the word "go" was given, and away he went like an arrow from a bow, doing the first two miles in ten minutes twenty seconds, and the second two miles in ten minutes fifty seconds, having full twenty seconds to spare. He was dreadfully exhausted, and fell into Redmond's arms, and was extremely sick, from the wind having got on his stomach, owing to his unintentional abstinence. He soon, however, recovered, and having been taken to the Duke of York, went to bed for a short time, and returned to town the same evening. All parties, even the losers, were much pleased with the extraordinary speed which had been exhibited, and a liberal remuneration was given to Drinkwater. The Noble Marquis, we understand, has netted something handsome by his speculation to which, as a generous promoter of British sports, he is well entitled. The condition of Drinkwater was first-rate, and we understand he can now be backed against any man in the world, to do the same distance for from £100 to £500; the money is ready at Frank Redmond's, the George and Dragon, Greek-street, Soho—*Bell's Life in London.*

POLICE INTELLIGENCE.

Adventures of a Snuff-box.—At Queen-square, on Tuesday, a young man named Davis, a hair-dresser, residing in Pimlico, appeared before Mr. White, to account for the possession of a valuable snuff box under the following circumstances. It appeared that on Tuesday last the daughter of a respectable female living in Castle-lane, Westminster, went to the shop of Mr. Peachey, pawnbroker, in York-street, and offered a valuable gold snuff-box for pledge, she only demanded two shillings upon it. Mr. Reardon, the foreman of Mr. Peachey, discovered that its value was at least forty guineas. He interrogated her as to how she became possessed of it, and she said that she had been sent by her mother to pledge it. He immediately sent for Serjeant Allen, B 12, who wen with the girl to the residence of a prostitute living in Pi neaple-court, Pimlico, who acknowledged having sent her with it to the pawnbroker's, and that it had been given to her by Davis for a certain consideration. Serjeant Allen then apprehended Davis, and brought him to the station-house where he said that his wife had purchased it of a Mrs. Brandon, six years ago, who at that time had charge of a house, No. 14, Devonshire-street, Portman-place. From the diligent inquiries of the serjeant, Mrs. Brandon was found, and she stated she had sold it for 1s. 6d. to the wife of Davis. Mrs. Brandon stated to the police serjeant that a porter had found the box in a cellar in the house, but the auctioneer who had employed her had failed, and gone to America. The box had been given to her child by the porter, and as it was not considered to be of any value, it was taken to school by the children as a plaything, and it was well understood that Davis took as little care of the box as the others had done. The box was ultimately traced to be the property of Don Antonio de la Torre, a Portuguese gentleman of fortune, residing at No. 8, York-place, Portman-square, who had lost it upwards of nine years since.—Mr. White immediately ordered the box to be restored to that gentleman, and the prisoners were discharged.—*Bell's Life in London.*

WHISHAW ON RAILWAYS.

The number of proposed new railways before Parliament, for England and Wales, is 48 : their length is 1'233 miles : the *estimated* amount of their cost, 19,352,000l. The length of the tunnelling is 25 miles; the number of bridges, exclusive of viaducts and culverts, 2,825. More than 190,000 tons of iron are required for the rails, and more than 2½ millions of tons of stone for the blocks. And, if carried into execution, those railways will employ for three years, at least, 5,000 men and 1,500 horses.

The Railways projected, but abondoned for the present session, are 27 : they are 794 miles in length ; the tunnelling 3[illegible] miles, and the bridges 1,[illegible]

The Railways in progress, in England and Wales, are 19 ; of which none are finished, unless it be the Greenwich. The *estimated* amount of their cost was 16,782,000l, ; and their length is 845 miles. The railways for which acts were obtained in the session of 1836 were 26, with capitals amounting to 15,384,000l. ; and of these only seven are in progress.

This enumeration gives an idea of magnitude and money, but is too vast to impress the mind with a definite notion of the difficulties to be surmounted in executing these works, the trouble to be undergone, and the skill that must be displayed. A detailed account of the number of roads and rivers to be crossed, and the modes of crossing them on *one* railway, will convey the best notion of these points. The following summary is taken from Mr. Whishaw's analysis of the Brighton Railway without a tunnel.

"This line, according to the Parliamentary section, is intended to cross seventeen turnpike-roads, three to be passed over the railway and fourteen under ; thirty-seven highways and parish-roads, nineteen over and eighteen under ; seventy occupation roads and private carriage-roads thirty over and forty under ; five foot-paths, two over and three under ; thirty-two brooks, streams, &c., two over and thirty under. The Beeding turnpike-road is proposed to be diverted. The West Grinstead cut is 25 feet under the level of the rails. The Croydon tramway is to be passed under, 22 feet 6 inches below the rails. The river Wandle is crossed at an elevation of 24 feet above the water's surface ; the river Hogemill at 41 feet 6 inches ; the river Adur 20 feet ; and the Mole is thrice crossed, twice at 33 and once at 25 feet above the water's surface at each point of crossing respectively."

There is probably no other country with sufficient wealth to execute such a number of gigantic undertakings. There is certainly no other people who would so readily part with their money to forward projects, all of them embracing risk, and very many from which a sufficient return to yield a profit on the outlay cannot obviously be expected for years, if at all. A critical account of existing, embryo, and extinct railway projects, by an engineer who was also a sensible man of the world and not untinctured with economical science, would be useful and interesting : it would partake still more of these qualities, if he could add their *secret history*, both directorial and senatorial, with sketches of the respectable, honourable, and noble swindlers who act in these melodramas, and accounts of their frauds.

But "something is better than nothing ;" and for the present we must rest satisfied with Mr. Whishaw's very complete and business-like performance of the task he has undertaken. The Analysis promised in his titlepage is redeemed in the body of the work. Each of the *eighty* projects that have been brought forward in the present year, is examind methodically and minutely. Their line is traced ; their curves (a defect in a railroad, as limiting the speed of the engine) are noted ; their various planes, whether level, ascending, or descending, are tabularly presented, with their respective lengths, localities, and rates of inclination ; the crossings of roads and rivers are enumerated, as our quotation has shown ; and some remarks are appended to each speculation,—which would have had more interest had the criticism been freer. Various tables of railway statistics are added, with a glossary of technical terms.

Of course the work is chiefly intended for those who take a scientific or pecuniary interest in railroads—for those who execute, and those who pay. Yet to persons acquainted with the localities of a line, there is sort of pleasure felt in tracing it out ; making the difficulties it must encounter and overcome ; shrinking from the idea of the rural beauty it will spoil or lessen ; and picturing the horror it will occasion in the minds of many lovers of gentility and quiet, when their exclusiveness is shocked and their repose disturbed by a weekly importation of Cocknies.—*Spectator.*

MEMOIRS OF A PEERESS.*

Lady Charlotte Bury's productions are decidedly favourites. Her rank, her associations with the chief names of the country, and her unwearied animation, give her remarkable advantages. The present work is offered to the public as "edited" by her ladyship. How far Lady Charlotte may condescend to throw a portion of her lively spirit into the frame of others, allow them to shine by her light, and be not only witty herself, but the cause of wit, must be left to her own development. But the work before us exhibits a tone of good-breeding and a vividness of charracter which must render it popular. The immediate narrator is the daughter of an opulent English country gentleman, suddenly transported into the regions of London high life. She has the qualities which make a *début* brilliant, and so often make a life unhappy. She is handsome, sensitive, and intellectual ; and with those gifts she is planted in the centre of the glowing world of fashion, at the most glowing moment which Europe had seen for the last century ;—France and England released, alike from a profitless war, and satisfied with the trial of each other's strength in the field, had just then begun to run a race of luxury.

The race had not yet time to inflame the national antipathies. England loved to throw away her wealth rather on French glitter and gaiety than on war and taxes. France loved to import English boots, jockeys, and gentlemen of the turf, rather than bring back fleets battered by English cannon, and live without the hope of ever seeing an English guinea. The two nations like the travellers in the German play suddenly thrown into each other's company, flew into each other's arms, and swore an "eternal friendsip." Crowds of our nobility flung themselves into the crazy packets that than bridged the way from Dover to Calais ; and Versailles, through all its classic alcoves, was startled by the terrible Teutonic of our mother tongue. The noblesse of France, in all ages looking upon Paris as the sole circle of earthly elegance, ease, and rapture, of course, have never moved beyond that circle, unless by compulsion. In after days, the bayonet, the pike, and the guillotine, furnished the moving power ; and the best dressed, most bowing, and most *non*-locomotive nobility of the globe, were diffused wherever human foot could find ground to stand on. But politics, which have been termed a science made for those who will learn nothing else, and an impulse for those whose life seems destined to eternal stagnation, had begun to teach restlessness to some even among the noble of the land of luxury. The name of the Duke of Orleans was known only by the extravagance of his excesses. It was soon to have a gloomier record, and the cup which pleasure held to the lips of the splendid voluptuary was yet to inflame the heart of the sullen rebel. England was the grand theatre of politics. There Fox, fiercely deprecating power from the moment when he had lost all hope of its possession—Burke, stripped of his strength, and bound down by a party, yet exhibiting the bold proportions of the mind that was yet to shake the temple of faction on the head of its worshippers—Sheridan, and a crowd of inferior, but showy disturbers of the national peace, were combined in opposition to the minister and the crown. The spectacle was too instructive to a royal revolter to be neglected ; and the Duke of Orleans came to England. We now give way to Lady Charlotte, or her protégée.

"The *fêtes* just then projected in honour [illegible] visit of the Duc de Chartres (Duc d'O[illegible] Prince of Wales were brilliant, as becam[illegible] offered by a royal host to a royal gu[illegible] flattering voices were raised on [illegible] prince, destined in after years to [illegible] to human nature ;—for historic [illegible] in sympathetic ink, assume, th[illegible] the degree of heat to which they are exposed [illegible] and King, even the Prince was fated, to fall [illegible] gelic eminence he had enjoyed as heir apparen[illegible] Duc de Chartres, as *Egalité*, was fated, not [illegible] feit caste, but to lose his popularity and his h[illegible]

"Know him I did, but in his happier hour.
Of social freedom, ill-exchanged for power."

Applauded by the noble jockeys of Newmarket for [illegible] pertinacity in confronting the displeasure of the Fre[illegible] court, in order to witness the decision of his bets at [illegible] spring meeting, and lauded to the skies by the coterie of Carlton House for his offer of relieving the Prince from his pecuniary embarrassments,—the world of White's saw in him only a showy, licentious man of quality, in whose ideas were jumbled Wilkes and Liberty, Newmarket and Eclipse, Carlton House and Charles Fox, jockey boots and hunting saddles, all and equally as parts of the Anglomania just then in vogue among the fashionables of France—a vain, idle, and dissipated man but as little of a conspirator as Colonel O'Kelly, Lord Barrymore, or the Duke of Queensberry."

This is all clever writing ; and the whole sketch would make a capital chapter in a "memoires pour servir" of the eighteenth age.

We shall neither anticipate the conclusion, nor descant on the moral. We leave both to those who can be interested by attractive language, and instructed by intelligent story. Anecdotes of the leading men of that showy time are scattered through the volumes, bringing the mind back from the flights of fiction to the solid ground of reality. In this spirit, Sheridan and the other public characters are quoted with the familiarity of common intercourse. We have their lips opened, and words given to them, such as they probably would have uttered in their day. This device is bold, but, like all boldness that succeeds, it adds powerfully to the effect of the work, and establishes the triumph of the author.—*New Monthly Magazine, for May.*

NELSONIAN REMINISCENCES.

THE CHASE.

"Deck, there ! the stranger is evidenlly a man-of-war—she is a line-of-battle ship, my lord, and going large on the starboard tack."

"Ah ! an enemy, Mr. Stains : I pray God it may be Le Genereux. The signal for a general chase, Sir Ed'ard (the Nelsonian pronunciation of Edward,)—make the Foudroyant fly !"

Thus spoke the heroic Nelson ; and every exertion that emulation could inspire was used to crowd the squadron with canvass, the Northumberland taking the lead, with the flag-ship close on her quarter.

"This will not do, Sir Edward ; it is certainly Le Genereux, and to my flag-ship she can alone surrender—Sir Ed'ard, we must and shall beat the Northumberland."

"I will do the utmost, my lord : get the engine to work on the sails—hang butts of water to the stays—pipe the hammocks down, and each man place shot in them—slack the stays, knock up the wedges, and give the masts play—start off the water, Mr. James, and pump the ship. The Foudroyant is drawing a-head, and at last takes the lead in the chase. The admiral is working his fine, (the stump of his right arm,) do not cross his house, I advise you."

The advice was good, for at that moment Nelson opened furiously on the quarter-master at the conn. "I'll knock you off your perch, you rascal, if you are so inattentive—Sir Ed'ard, send your best quarter-master to the weather-wheel."

"A strange sail a-head of the chase," called the look-out man.

"Youngster, to the mast-head what ; going without your glass, and be d—— to you ?—let me know what she is immediately."

"A sloop of war or frigate, my lord," shouted the young signal midshipman.

"Demand her number."

"The Success, my lord."

"Captain Peard, signal to cut off the flying e[illegible]—great odds, though—thirty-two small guns to [illegible] large ones."

"The Success has hove to athwarth-hawse of th[illegible] nereux, and is firing her larboard broadside. The Fr[illegible] man has hoisted his tricolour, with a rear-admiral's fl[illegible]

"Bravo—*Success at her again.*"

"She has wore round, my lord, and firing her [illegible] board broadside. It has winged her, my lord—her f[illegible] kites are flying away altogether. The enemy is clo[illegible] the Success, who must receive her tremendous broadsi[illegible] The Genereux opens her fire on her little enemy, [illegible] every person stands aghast, afraid of the consequen[illegible]

"The smoke clears away, and there is the Success, c[illegible] pled, it is true, but, bull-dog-like, bearing up after [illegible] enemy."

"The signal for the Success to discontinue the actio[illegible] and come under my stern." said Lord Nelson ; "she h[illegible] done well for her size—try a shot from the lower deck [illegible] her, Sir Ed'ard.?'

"It goes over her."

"Beat to quarters, and fire coolly and deliberatel[illegible] her masts and yards."

The Le Genereux at this moment opened her fire o[illegible] us ; and as a shot passed through the mizen stay-sa[illegible] Lord Nelson, patting one of the youngsters on the hea[illegible] asked him jocularly, how he relished the music, and obs[illegible] erving something like alarm depicted on his countenance [illegible] consoled him with the information that Charles XII. ra[illegible] away from the first shot he heard, though afterwards h[illegible] was called "the Great, and deservedly, from his brave[illegible] —"I therefore," said Lord Nelson, hope much from yo[illegible] in future.

Here the Northumberland opened her fire, and dow[illegible] came the tricoloured ensign, amidst the thunder of ou[illegible] united cannon.

"The signal to discontinue the fighting." And S[illegible] Edward Berry boarded the prize. Very shortly he ret[illegible] ned with Rear-Admiral Pére's sword, who, he state[illegible] was then dying on his quarter deck, with the loss of bot[illegible] legs, shot off by the raking broadsides of the little success[illegible] This unfortunate Frenchman was under the imputation [illegible] of having broken his parole, and was considered lucky in [illegible] having redeemed his honour by dying in battle.—*Metropolitan Magazine.*

TO MY CHILD.

I love to gaze upon thy cheek
Of roseate hue, my Child ;
I love to mark thy quick blue eye,
So sparkling and so wild ;
To twine those sunny locks of thine,
And kiss thy forehead fair,
And see thy little hands held up
In sweet and guileless prayer.

Yes ! bright and beautiful thy art,
And playful as the fawn,
That bounds, with footsteps light as air,
Across the dewy lawn ;
And when the day is over,
And thy pleasant gambols done,
Thou'lt calmly sink to rest, nor think
Of ills beyond that sun.

Thou dream'st not of a Mother's cares,
Her anxious hopes, my Boy ;
Thy skies are ever clear, thy thoughts
Are full of mirth and joy ;
And nestled in a parent's arms,
Or seated on her knee,
List'ning to oft-told childish tales,
What's all the world to thee ?

[illegible]
Moments of t[illegible] ightless innocence,
Why do ye fly so fast,
Leaving the weary heart to feel
Life's sweetest hours are past !
And flinging o'er the fairy land
That bloom'd when ye were near
With light and loveliness, the mist
Of trouble, doubt, and fear.

Aye ! rove, in all thine artlessness,
Along the verdant mead,
And gather wild-flowers, springing thick,
Beneath thine infant tread ;
And take thy fill of blameless glee,
For soon 'twill pass away ;
I, too, will leave my cares a while,
To watch thy merry play.

Leeds. E. P.

[*Blackwood's Mag.*

The Prints of the Day.—A rival to H. B., as a caricaturist, has just taken the field, or, more properly, the town. He has adopted the initials of B. H., and, looking at the style and execution of several humorous designs before us, there seems as little difference in merit as in initials. The first represents the Duke of Wellington followed by Sir F. Burdett, in livery, with the motto, "I have a master and I am his man." The Duke is taking good care of his pockets, and casting a very knowing eye over his shoulder at his cockaded retainer. In another we have Sir Francis jumping Jim Crow, while the Duke, Sir Robert Peel, Sir James Graham, &c.. are "tuning up" on various instruments. The Duke should have been playing the long military drum instead of the flageolet. The third caricature is the most elaborate, and represents the Times Brighton coach dragged backwards by four fine horses at full speed, while the Duke of Wellington, Sir F Burdett, Sir R. Peel, Lord Stanley, and Sir J. Graham, perfectly unconscious of their retrograde movement, are apparently enjoying the journey. Sir J. Graham acts as guard of the coach, and blows his own trumpet. "The gentleman in black," with a handsome pair of horns, and an equally handsome pitchfork, is driving. Sir F. Burdett sits on the box with his umbrella turned inside-out by the adverse current of the wind of popularity—*Morning Chronicle.*

Pets.—I hate what are called pets, they are a great nuisance, for they will die, and then such a lamentation over them! In the "Fire Worshippers" Moore makes his Hinda say—

"I never nursed a dear gazelle,
To glad me with its soft black eye.
But when it came to know me well
And love me—it was sure to die."

Now Hinda was perfectly correct, except in thinking that he was peculiarly unfortunate. Every one who keeps pets might tell the same tale as Hinda. I recollect once a Canary bird died, and my young people were in a great tribulation ; so to amuse them we made them a paper coffin, put the defunct therein, and sewed on the lid, dug a grave in the garden, and dressing them out in any remnants of black we could find for weepers, made a procession to the grave where it was buried. This little divertissement quite took their fancy. The next day one of the yougest came up to me and said "Oh Papa, when will you die ?—A strange question, thought I, quite forgetting the procession of the day before. "Why do you ask, my dear ?" "Oh, because it will be such fun burying you." "Much obliged to you, my love.—*Capt Marryat in the New Monthly.*

Manufacture of Sugar.—The manufacture of sugar from chestnuts greatly prospers in France. Some of the proceeds give 14 per cent., which is above the mean proportion drawn from beet-root. The manufacture of the latter flourishes in Russia, where there are at this moment thirty establishments in full operation.—*New Monthly Mag.*

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